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ENT WITH GOOD WORK-
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VOL. XX, NO. 26

GREENVILLE, KY., THURSDAY, AUGUST 1, 1918.

50c. PER YEAR, IN ADVANCE

THE HUN'S BIGGEST GUN



German Propaganda Like a Knife Thrust in the Back

By CLARENCE L. SPEED

(Written for the War Committee of the Union League Club of Chicago.)

Smash that damnable Hun propa-
ganda and we will smash the German
line.—General Pershing.

General Pershing has seen condi-
tions at home and he has faced the
German troops in France. He knows
that Germany has a powerful war ma-
chine, but he is not afraid of it. He
knows that American soldiers are the
match for the troops of the kaiser, and
that American spirit "over there" is as
staunch as man's heart can be.

What General Pershing is afraid of
—if he knows fear at all—is not the
high explosive shell, the poison gas, the
minenwerfer or the machine gun, but
the secret, treacherous, unhandcuffed
German propaganda that is still going
on here in the United States.

Secret Propaganda Goes On.

It is certain that the secret German
propaganda goes on. It reaches into
the homes and wrings the heartstrings
of the mothers whose sons are going
overseas. It sneaks into the factories
where war work is being done and
whispers to the workers to slow up. It
penetrates into the meeting halls of
labor unions and says "strike." On
the railroads, where hundreds of thou-
sands of workers are struggling with
the greatest congestion this country
has ever known, the German propa-
ganda spreads discontent. To the
farmer it says "hoard" and to the city
consumer it whispers of extortion and
profiteering. To the man of business
it preaches of government incompetency
and inefficiency; and to the derelict,
the wanderer, the tramp—if you please
—it preaches class hatred and revolt.

Loves the Pacifist Here.
Germany, the nation which glorifies
war above all else, loves the pacifist
in this country. Peace is the favorite
topic of conversation among the pro-
German. They would quit cold, would
compromise, would do anything, in
short, except fight out this war to a
finish and crush forever that menace
of militarism which, above all things,
the pacifist is supposed to abhor.

Creating friction and jealousy among
the nations allied against the kaiser
is one of the propagandists' most ef-
fective methods. They are active
abettors of that group of Americans of
Irish extraction who are bitter against
England. They work effectively among
the half educated who, by superficial
reading of United States history, have
been accustomed to regard England as
America's traditional enemy.

They create distrust and suspicion
of Japan, and both here and in the
Orient have so sown the seeds of sus-
picion that at times it seemed as
though a conflict must inevitably en-
sue. Down in Mexico bandits like
Villa get money and supplies from
mysterious sources, making necessary
the holding of a considerable Ameri-
can force on the border.

How far reaching and well organ-
ized the German propaganda was in
this country just before we entered
the war was shown in 1915 when mem-
bers of congress were flooded with
nearly a million telegrams, all of iden-
tical wording, protesting against the
shipment of arms to the enemies of
Germany. The American Embargo
Conference was the organization be-
hind these messages. It sprang up al-
most in a night and a million tele-
grams cost a lot of money.

The American Truth society was an-
other of the organizations which
seemed to have plenty of funds and
sought to influence members of con-
gress in favor of prohibiting the ship-
ment of arms and ammunition. Then
there was the German-American Na-

tional Alliance which recently went
out of business while its activities
were under fire of congressional inves-
tigation. The Teutonic Sons of Amer-
ica and other similar bodies also were
openly active just before we went into
the war.

We hear very little of these organi-
zations now, but their members are
still in the United States. It is highly
improbable that they all experienced a
change of heart the moment the United
States declared war.

Spread Red Cross Rumors.

They spread the rumors about the
Red Cross selling its supplies instead
of giving them to the soldiers for
whom they are intended.

They torture American mothers
with wild stories of shocking immor-
ality in France—tales which are re-
futed by the magnificent way in which
the French armies have stood up
against overwhelming odds.

They cause unrest by spreading ru-
mors of food being commandeered in
the pantries of private homes, and they
seek, by exaggerating tales of scarcity,
to cause excessive buying which in-
creases the scarcity.

They cause the city consumer to be-
lieve that he is being made the victim
of extortion, while at the same time
they tell the farmer he is not being
paid enough for his grain and live
stock.

Rumors of the torpedoing of trans-
ports, with the loss of thousands of
soldiers, they find particularly effec-
tive in causing anxiety in the hearts
of those whose loved ones have gone
across the seas, or mothers whose
sons are about to be taken in the
draft.

All such stories, started originally
by pro-German propagandists, are of-
ten spread, innocently enough, by loy-
al Americans, who repeat them and
talk about them. Thus they unwit-
tingly become the tools of the kaiser.
"Let the German agents who in-
vented these lies be the only ones to
pass them on," is the plea of the ad-
ministration and of ordinary patriotic
horse sense.

If this is done it soon will be pos-
sible to spot a man who is in favor
of Germany just as easily as though he
were out in the middle of the street
trampling an American flag.

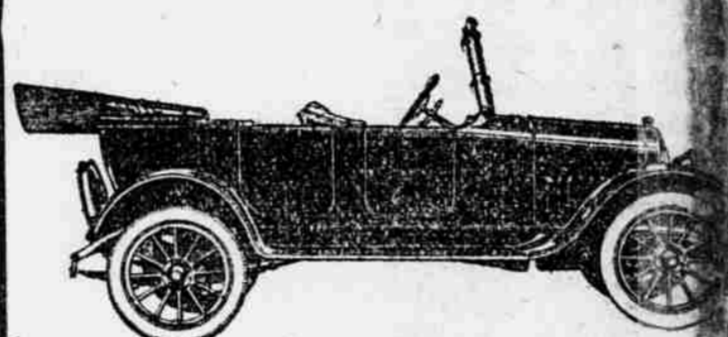
Peril in Foe's Propaganda.

How much more a menace German
propaganda is than German military
might is easily seen by the experi-
ences of Russia and Italy. The un-
educated Russians, restless under a
strict autocracy, and fighting, not for
the principle of democracy, but be-
cause they were ordered to fight, were
told that all they need do was to lay
down their arms and they would have
peace.

The Italians were told that the
French and English troops were shoot-
ing down their wives and children,
and they were starving at home.
There are hundreds of thousands of
Americans of German descent who are
American to the core and who are do-
ing all that they can for the cause of
America. All honor to them. Side by
side with these loyal citizens, however,
and sometimes hiding behind their
cloak are the skulking allies of the
kaiser.

America now knows or should know
the danger from these crafty plotters
and their insidious German propa-
ganda. And what can we each do about
it? We can and should challenge ev-
ery story we hear which smacks of
German propaganda. Refuse to be
any story tending to weaken Ameri-
can morale without the proof.

Do You Know the Terms of that 22,000 Mile Test?



Maxwell Motor Cars

5-Pass. Car . . . \$ 825
Roadster . . . 825
5-Pass. Car with All-
Weather Top . . 935
5-Pass. Sedan . . 1275
6-Pass. Town Car 1275

All prices f. o. b. Detroit
with delivery, excluding tax
with Sedan and Town Car

Official

Figures of the Test

	Daily Mileage	Average Miles Per Gal. Gasoline
Nov. 23	511.5	22.82
" 24	551.4	21.49
" 25	537.2	22.47
" 26	505.9	21.70
" 27	516.5	21.02
" 28	509.3	22.07
" 29	515.5	26.40
" 30	498.8	23.99
Dec. 1	500.6	20.71
" 2	484.6	21.77
" 3	502.7	19.44
" 4	438.9	19.51
" 5	493.3	22.03
" 6	517.0	22.15
" 7	505.0	22.35
" 8	493.3	22.03
" 9	472.6	21.33
" 10	477.7	23.43
" 11	495.2	23.82
" 12	540.1	23.56
" 13	539.1	23.18
" 14	465.9	23.85
" 15	523.1	22.95
" 16	539.1	22.99
" 17	492.8	21.99
" 18	512.0	21.72
" 19	525.9	23.33
" 20	527.5	23.44
" 21	496.8	24.50
" 22	490.8	22.30
" 23	487.1	23.13
" 24	480.5	21.75
" 25	477.5	22.83
" 26	492.6	22.36
" 27	487.1	19.79
" 28	487.1	18.51
" 29	525.9	18.20
" 30	466.9	20.24
" 31	504.9	21.08
Jan. 1	501.4	19.82
" 2	451.8	20.07
" 3	479.1	21.36
" 4	455.6	19.82
" 5	562.3	19.10

Elapsed time . . . 44 days
Total mileage . . . 22,022.3
Average speed per hour . . . 25 miles
Average day's run . . . 500.6
Longest day's run . . . 562.3
Average miles per gal. . . 22 miles
Smallest day's mileage . . . 438.9
Greatest average miles per gallon . . . 26.40
Average tire life . . . 9,875 miles
*Note that longest day's run was made on last day of the test.



GREEN-FORD AUTO CO.
Agents Greenville, Ky.

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?

Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it?

Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A.A.A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A.A.A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish.

Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy.

For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A.A.A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat.

Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking.

And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.